CALIFORNIA ENERGY COMMISSION

REPORT OF CONVERSATION ***Page 1 of 1***

Energy Facilities Siting Division

FILE: 08-AFC-5

PROJECT TITLE: SES Solar Two Project

☒ **Telephone**		☐ **Meeting Location:**		
NAME:	Golam Kibrya	**DATE:** June 9, 2009	**TIME:**	
WITH:	Angela Leiba and Mark Storm (URS Corp.), consultants for SES Solar Two			
SUBJECT:	SES Solar Two: Construction and Operation noise model for location ML1			

COMMENTS:

On June 9th, 2009, Erin Bright (CEC) spoke with Angela Leiba and Mark Storm and requested SES Solar Two construction and operation noise model predictions at location ML1, one of the long-term noise monitoring locations identified in the AFC.

In response to the conversation above, the attached document was received via email on June 15, 2009 to supplement the response prepared and submitted by the applicant with respect to Data Request 139.

See Attached URS document (3 pages)

cc: Christopher Meyer Steve Baker	**Signed:** **Name:** Erin Bright

On June 9th, 2009, Erin Bright (CEC) spoke with Angela Leiba and Mark Storm and requested SES Solar Two construction and operation noise model predictions at the location of ML1, one of the long-term noise monitoring locations identified in the AFC. The following content is therefore meant to supplement the response prepared and submitted with respect to Data Request 139.

PREDICTED CONSTRUCTION NOISE

Predicted project construction noise from the nearest 18MW "Block" of SunCatchers and Other Construction (e.g., Main Services Complex) at the ML1 receptor west of the Project is shown in Tables 1 and 2, respectively.

Table 1
Estimated Construction Noise from Nearest 18-Megawatt Block at ML1 (426 Evan Hewes Highway)

Equipment Description	Approx. Distance to Receiver (feet)	Predicted Sound (dBA) from Quantity of Equipment During Indicated Month			
		1	2	3	4
PLC Trencher	5,280	46	0	0	0
Backhoe	5,280	46	0	0	0
Compactor	5,280	46	0	0	0
Cable/Rigging Truck	5,280	49	0	0	0
Flatbed Truck w. Boom	5,280	50	0	0	0
Pickup Truck	5,280	47	0	0	0
Dozer	5,280	49	0	0	0
Grader	5,280	48	0	0	0
Loader	5,280	49	0	0	0
Backhoe	5,280	46	0	0	0
Dump Truck	5,280	49	0	0	0
Compactor	5,280	46	0	0	0
Vibratory Machine	5,280	0	42	0	0
Fuel/Service Truck	5,280	0	49	0	0
Flatbed Truck w. Boom	5,280	0	55	0	0
Pickup Truck	5,280	0	52	0	0
Crane	5,280	0	54	0	0
Flatbed Truck w. Boom	5,280	0	0	50	0
Maxi Sneeker	5,280	0	0	46	0
Backhoe	5,280	0	0	46	0
Maxi Sneeker	5,280	0	0	53	0
Flatbed Truck w. Boom	5,280	0	0	57	0
Backhoe	5,280	0	0	53	0
Skid Steer	5,280	0	0	49	0
Telehandler	5,280	0	0	0	52
SES Field Service Truck	5,280	0	0	0	59
Crane	5,280	0	0	0	53
Pickup Truck	5,280	0	0	0	53
Track Transporter	5,280	0	0	0	53
Grader	5,280	0	48	48	48
Compactor	5,280	0	46	46	46
Aggregate		**59**	**60**	**61**	**62**

Note that the distance value shown in Table 2 is between the approximate geographic center of the Main Services Complex and the receiver location at ML1. To keep both of these construction noise models (i.e., 18MW Block and Other) conservative, possible attenuation from atmospheric absorption and ground absorption have been excluded.

Table 2
Estimated Other Construction Noise for Three Loudest Months at ML1 (426 Evan Hewes Highway)

Equipment Description	Approx. Distance to Receiver (feet)	Sound Level (dbA) in Construction Sequence Month		
		3	6	7
4-Wheeler	24,300	27	27	27
Aerial lift	24,300	44	44	44
Air compressor	24,300	29	29	29
Asphalt paver	24,300	36	33	33
Backhoe	24,300	45	45	45
Compactor	24,300	45	45	43
Concrete pump	24,300	41	41	39
Crane	24,300	45	46	46
Dozer	24,300	42	42	42
Drilling rig	24,300	45	46	46
Dump truck	24,300	47	43	43
Flatbed truck	24,300	48	48	48
Fork lift	24,300	39	39	39
Generator	24,300	32	37	37
Grader	24,300	45	42	42
Light tower	24,300	32	32	32
Loader	24,300	46	46	46
Maxi sneeker (trencher)	24,300	34	37	37
Pickup truck	24,300	42	42	42
Skid steer (Bobcat)	24,300	0	36	36
Telehandler	24,300	0	39	39
Water truck	24,300	46	46	46
Welding machine	24,300	34	34	32
Aggregate		**56**	**56**	**56**

PREDICTED OPERATION NOISE

Table 3 presents a summary of the existing ambient noise L_{eq} levels at ML1 for each of three time periods (day, evening, and nighttime), the calculated ambient CNEL, the predicted Project operation noise expressed as CNEL, the cumulative CNEL (i.e., the CNEL calculated from the logarithmic summation of the existing ambient and predicted Project operation hourly Leq levels), and the difference between the cumulative and ambient CNEL (expressed as an increase over the ambient CNEL). Note that the Project is only expected to operate during the daytime hours (7AM to 7PM) when there is solar insolation.

Table 3
Predicted Operation Noise at ML1 (426 Evan Hewes Highway)

Noise-Sensitive Receiver	Distance to NSR (feet)/ Direction	Existing Ambient Noise Level (dBA)			Ambient CNEL	Project CNEL	Cumulative CNEL	CNEL Increase
		L_{eq} (Day)	L_{eq} (Evening)	L_{eq} (Night)				
ML1 (426 Evan Hewes Highway)	5,280/ West	50	44	42	51	50	52	+1

Source: URS Corporation, 2008.
Notes:
+ = positive
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel
L_{eq} = equivalent sound level
NSR = Noise-Sensitive Receiver